



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

March 19, 2019

Attention: Prospective Proposers for the Hampden Bundle Design-Build Project

Subject: Hampden, I-95 over Souadabscook Stream, Center, East, and West Bridges (MaineDOT WINS 21728.00/.10, 21729.00/.10, and 21730.00/.10) and I-95 over Emerson Mill Road & CMQR Bridges (MaineDOT WIN 21673.00/.10) – Responses to Questions Received on the Request for Statements of Interest (RFSOI)

The following are responses to questions received by March 5, 2019 on the RFSOI.

1. Does the Design Quality Assurance Manager need any special training or certification?

RESPONSE: No additional special training or certification is needed beyond the requirements specified in the RFSOI.

2. Page 13 of the RFI requires the Design-Builder to “Provide a written description of no more than five (5) past completed projects of similar size, scope, and complexity for the Design-Builder’s major participants and other key subconsultant/subcontractor firms.” Please clarify if the Design-Builder is to provide descriptions of five (5) projects total, or five (5) projects for each major participant or other key subconsultant/subcontractor.

RESPONSE: The Statement of Interest (SOI) shall contain up to five (5) projects for each major participant or other key subconsultant/subcontractor.

3. Per SOI 3.3, please clarify whether the 0.5% minimum grade is for the tangent grades, and not the instantaneous grades on the bridges? The six stream bridges are at the low points of vertical sag curves and the two Emerson Mills Road bridges are at the crests of vertical curves. Providing 0.5% longitudinal instantaneous grades at all bridges may require significantly longer reprofiling and repaving than the 1000 ft. noted in the SOI.

RESPONSE: The minimum 0.5% grade is for tangent grades.

4. May a single Geotechnical subconsultant be listed on more than one team, if lead by different geotechnical lead personnel?

RESPONSE: Yes, so long as the subconsultant firm does not meet the definition of Major Participant in Section 2.2 of the RFSOI.

5. Is a superstructure replacement with substructure rehabilitation an acceptable scope of work for this project? The bridge inspection reports list the substructures as satisfactory, and could be used in the proposed project.

RESPONSE: Bridge design, construction, and performance criteria will be included in the RFP. The Design-Builder may propose changes to the project requirements in accordance with the allowed Alternate Technical Concepts (ATC) process (to be specified in the RFP). All ATCs will be confidential between the Department and the Proposer submitting the ATCs.

6. May the engineering design firm fulfill a portion of the 4,000 hours required for OJT?

RESPONSE: No, OJT is strictly for construction.

7. Will MaineDOT provide coordination with the railroad?

RESPONSE: No, that will be the responsibility of the Design-Builder.

8. What are the requirements for railroad flaggers during construction?

RESPONSE: The Design-Builder will need to coordinate with the railroad for flagging requirements.

9. Are work hours limited over the railroad?

RESPONSE: The Design-Builder will need to coordinate with the railroad for work hours.

10. Will MaineDOT provide any information regarding hydrology and hydraulics?

RESPONSE: Yes, hydrology and hydraulics information will be included with the RFP.

11. Has MaineDOT held any public meetings to date on this project? If yes, can the public transcripts be provided?

RESPONSE: No, no public meetings have been held yet. A preliminary public meeting is being planned for some time in April. Transcripts will be provided when available.

12. What will be the Design-Builder's role in MaineDOT's TAMEing process for this project? Has any pre-TAMEing been performed to date?

RESPONSE: No pre-TAMEing has been performed to date. Maintenance of Traffic (MOT) requirements that meet TAMEing requirements will be included in the RFP. If the Design-Builder proposes an alternate MOT plan in accordance with the allowed ATC process and the ATC Review Committee believes the proposal has merit, then that alternate MOT plan may need to be submitted to the TAMEing Committee for approval. If so, MaineDOT will assure that the confidentiality of the ATC proposal is protected.

13. Section 5.2.2.1.1 Organizational Chart(s) states “For each organizational chart(s), provide a brief written description in the SOI of significant functional relationships among participants and how the proposed organization will function as an integrated Design-Builder.” Should the description(s) be included in Appendix A with the organizational chart(s) or in the body of the SOI?

RESPONSE: The descriptions shall be included in the body of the SOI, and not in the Appendix.

Sincerely,



Leanne R. Timberlake, P.E.
Senior Project Manager